



Dear Sir

Re Warrington Borough Council Local Plan

I am writing to request that Warrington Borough Council **does not take forward their proposals in respect of the Preferred Development Option.**

I must admit it seems somewhat underhand and perhaps reflective of an anticipated negative response that WBC chose the Summer holiday period to announce intentions. One might conclude this was a deliberate act to limit communication and reaction. How very underhand! I would certainly not wish the proposals to be taken forward in my name.

Surely the council would gain from better connecting "up front" with the local community rather than incur huge costs developing and attempting to impose such a plan that is not welcome and will be an irreversible legacy for our families and children. Does this council want to be held accountable for decimating all our countryside, wildlife and greenery, enhancing pollution and selling out our green spaces swapping a quality of life for profit, That's not something I would wish to have on my conscience even if Peel Holdings incentivise in business terms.

Key rationale

- Warrington is seeking the "gong" as a city of culture. There is a huge gap between Warrington town and the cities I work in. We should recognise what we are and deliver to a life style that appeals to the people of Warrington focusing on "health and wellbeing", education, optimising existing buildings and brown belt sites when expanding housing and business parks.
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- Warrington is at the cross over of 3 motorways. It will always have the risk of overflow when there are serious accidents. The level of housing being proposed will cause greater congestion based on average cars per house. The area being proposed for development is not a suitable site and the type of people that will live there shall primarily gain employment out of Warrington commuting to neighbouring cities. This will only make things worse. Warrington only needs affordable housing.
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- The dual carriageway is not wanted. Warrington is already a pollution/ asthma etc.. hot spot and named second worst in the North West for air pollution. Additional traffic will make things worse and the new road proposed will not stop the hot spot issues at cross over points. Creating traffic routes to a town centre that is declining is not necessarily in line with current trends with out of town shopping sites. Surely a better option is to consider where existing shopping focus exists in places such as Gemini, Birchwood etc.. and develop access routes and expansion there creating a spread of options and minimise the need to travel into a town centre that is already very small.
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- Green thinking certainly doesn't feature we don't want to encourage more traffic but less. Tram links to Liverpool and Manchester might serve and connect Warrington more effectively and be more sustainable for the future. How many times can we keep expanding overfilled roads. Not the right approach!
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- The recent bridges being built between Runcorn and Liverpool are to incur a toll; removing this will stop those unable/ unwilling to pay the toll from using Warrington as an alternative route to get to the M62.

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- Unquestionably the devastation of greenbelt land in Grappenhall, Thelwall, Walton and Appleton is criminal. We have a duty to protect our wildlife/ local nature and learn to share this space we live in and not cull. We get so much back. It is proven that accessibility in the community to green spaces reflects in wellbeing with reduced levels of stress, depression and anxiety in places where a healthy green balance exists. The greenery/ trees counterbalance pollution and for sheer pleasure I am a runner and dog walker and these fields have been part of my families living throughout our lives. We love the bit of planet we call ours - WA4. Do we give up on all our natural beauty spots and allow council workers to design things that create a better culture than God.
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- Re Peel Holdings what a sell out to even consider trading a nature reserve for "fat cats" to make even more money! The flow of lorries to a port will be adverse with noise and additional pollution at all hours of the day for anyone living near the new planned expressway.
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- I remain unconvinced in the finances and do not believe supporting public sector services will grow proportionately(eg NHS). That's quality down again!
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- Warrington is known for flooding - where will future overflow come from if all natural drainage is taken away.
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- I would be very interested if you could advise me of the domicile of those making the plans. Doubtless they will be faceless people sufficiently distanced from the changes and not from the community effected. On the part of commercials transparency of land purchasing and assurance of fair play would be useful.
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- Given Warrington's form on architecture I have no confidence in any planning office or leadership group with WBC in its name. 30 years on from the new town everything built needs to be brought down. Warrington seems to comply with a throw away society. No style in the architecture and no thought to creating something to be proud of. Based on past form and the recent monstrosity of a car park there are some deluded decision makers who think that is appealing. Replace one eye saw with another. Can we expect more of the same.

I watched a recent documentary about rivers on BBC. Warrington was shown as a town with balance. It heralded the interdependence and balance we had created between people, business, our nature and health. The rowers at the Warrington club followed the river Mersey and the narrator praised what we have. Please think again and don't sell out all that is good. Once taken away there will be no going back!

Truly depressed at the vision for the future

